

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

October 23, 2014  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Larrivee, Commissioners Bishop, Lampe, Simas, Zahn

COMMISSIONERS ABSENT: Commissioner Tanaka

STAFF PRESENT: Kevin McDonald, Phil Harris, Mike Ingram, Andreas Piller, Paula Stevens, Ming Wung, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Tanaka who was excused.

3. STAFF REPORTS

Senior Planner Kevin McDonald shared with the Commissioners copies of two letters received regarding the Newport Way sidewalk project.

Mr. McDonald said the window to apply for the vacant seat on the Transportation Commission closed on October 17 and 20 persons had applied by the deadline. Councilmember Lee along with Chair Lampe and staff will screen the candidates. It is expected that interviews will be scheduled in early December and a new Commissioner will be seated by the Commission's meeting in January.

The city manager is slated to present his recommended budget to the Council on October 27.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

5. REPORTS FROM COMMISSIONERS

Commissioner Bishop reported that he serves as a member of the transportation committee of the Municipal League of King County. He said he has attended three or four of their meetings to date. The group predominantly interviews candidates for political office and makes recommendations about them. Secondly the group investigates issues.

Commissioner Zahn said she recently returned from a Construction Management Association conference where one of the speakers was Ken Simonson with the Association of General Contractors. His talk was on the economic forecast. She said it was interesting to hear about the trends being seen. A free webinar will be offered in November.

Commissioner Simas said a committee of Old Bellevue business persons has been formed to look at increasing the parking availability in Old Bellevue and a wide range of options is being explored. Work to complete the circle in Downtown Park will be getting under way soon and that will include moving some parking around. The group is working on a proposal that would add parking to Downtown Park, primarily in the northwest corner. The committee has made a presentation to the Bellevue Downtown Association and the Bellevue Chamber of Commerce.

Mr. McDonald said the Council has authorized on-street parking along the east side of 100th Avenue NE. That will add about 20 parking spaces in Old Bellevue.

6. PETITIONS AND COMMUNICATIONS – None

7. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Larrivee. The motion was seconded by Commissioner Simas and it carried unanimously.

8. DISCUSSION/ACTION ITEMS

A. Comprehensive Plan Update: Transportation Element

Senior planner Phillip Harris called attention to the map of the Mobility Management Areas and noted that as suggested by the Commission arrows were added to the legend along with an inset clarifying the boundaries of MMA 12. He also referred to the 2035 Trip Density Forecasts map and noted the title had been changed to better reflect what the map depicts, and that a table showing total trips per MMA had been added to the map.

Answering a question asked by Commissioner Zahn, Mr. McDonald explained that MMA 12 as drawn is a legacy of the interjurisdictional mobility management areas in that corner of the city. While the interjurisdictional approach is no longer practiced, MMA 12 is functionally better related to the Overlake area of Redmond and to the Bel-Red corridor than it is to MMA 6, which is all residential, and MMA 5, which is tied to Crossroads. He suggested it makes sense to continue with the MMA 12 boundaries as drawn.

Mr. Harris said the map of existing arterials had been updated to correctly draw the alignment of Spring Boulevard.

With regard to the existing transit facilities map, Mr. Harris noted that there has been some confusion regarding the Overlake transit center and park and ride. He said the facility has been relabeled with the transit center given precedence, and that a link was included to King County Metro's webpage with information on their park and ride facilities.

The Commissioners were informed that the title for the Frequent Transit Network map was updated to reflect the 2030 growing resources scenario.

With regard to the existing pedestrian facilities and the existing bicycle facilities maps, Mr. Harris noted that both had been updated to 2013. He said a link to the most up to date plans will be included on the maps.

The map showing the highways of statewide significance was revised to avoid overlapping labels. Mr. Harris explained that clicking the links on the interactive map will take the viewer to the Washington State Department of Transportation webpage where the latest traffic counts for state highways is shown.

With regard to the truck routes map, Mr. Harris explained that the routes were established by city ordinance and changing them would require changing the ordinance. There are, however, some new truck routes recommended: the NE 4th Street extension from 116th Avenue NE to 120th Avenue NE; 120th Avenue NE from the NE 4th Street extension to NE 8th Street; 148th Avenue NE north of the SR-520 interchange; and Bel-Red Road to the northeast of 156th Avenue NE. The traffic management group analyzed the truck movements on Richards Road and the Lake Hills Connector and concluded that they should also be included in the future truck routes. The original ordinance, which dates back to 1994, has never been amended.

Mr. McDonald said the Commission could recommend having the staff analyze Richards Road and the Lake Hills Connector as potential truck routes. The analysis would take some time so it may take until the next cycle of Comprehensive Plan amendments before the ordinance could be changed to include the two new routes.

A motion to recommend that the staff to do an analysis of Richards Road and Lake Hills Connector to determine whether or not they should be included as part of the designated truck routes was made by Commissioner Bishop. The motion was seconded by Commissioner Zahn.

Commissioner Simas asked what the parameters are for concluding a roadway should be designated as a truck route. Mr. McDonald said he did not know the answer to that question. He said he would conduct some research and report back to the Commission.

Commissioner Simas pointed out that with the construction under way on 106th Avenue NE there are quite a few trucks using the roadway every day, even though it is not a designated truck route. Commissioner Bishop said contractors can obtain permits for what are called haul routes. Such routes are temporary and allowed by permit only.

The motion carried unanimously.

Mr. Harris called attention to Table TR.2 which showed intersection levels of service. He explained that the table has been moved up in the document in that it sets the context for the tables that follow.

With regard to the intersection vehicular level of service standards table, Mr. Harris commented that the number of system intersections in each MMA had been added along with a column indicating the LOS letter to provide clarity. Additionally, the definition of congestion allowance was added to the notes to indicate that it refers to the number of system intersections that are allowed to exceed the level of service standard in a given MMA.

Commissioner Zahn questioned the inclusion of the 2012 data, noting that it already is outdated. She said she would prefer to include a link to the most up-to-date data. Senior Transportation Planner Mike Ingram said he was not aware of any document that is updated annually that the table could point to.

Answering a question asked by Commissioner Bishop regarding the 2012 existing average V/C ratio of .70 shown for the downtown MMA, Mr. Harris said he had verified the number with a transportation modeler. Commissioner Bishop observed that a different figure was given during the downtown update, but he allowed that a different model was used for that work. Mr. McDonald clarified that the downtown work involved average intersection delay, which is a different metric.

Commissioner Zahn suggested that in the far right column "over the standard" should be clarified. Commissioner Bishop pointed out that the column actually refers to the number of system intersections that exceed the congestion allowance for an MMA.

Assistant Director for Transportation Planning Paula Stevens commented that on average, the modeling group issues an annual concurrency report. The exception was 2013 when the department director concluded the report was not necessary given that the downturn in the economy had resulted in no significant difference to the previous report. The annual concurrency report is the go-to document to get a sense of what is going on on a regular basis. The document is housed internally and a link to it could be created.

Commissioner Bishop proposed including the 2012 existing data, which is the latest available, along with a link to the document produced annually by the modeling group. Commissioner Larrivee disagreed. Agreeing with Commissioner Zahn, he pointed out that dated data is not

used anywhere else in the update.

Chair Lampe agreed with Commissioner Bishop. He said he would prefer to include the most recent data as opposed to including nothing at all. If a reference could be added pointing to where the latest data can be found can be included, that would be the best option.

Commissioner Zahn said having the information is important. She said her concern was publishing data that will quickly be outdated. Including a link to the latest data is the ideal solution.

With regard to the commute mode split targets, Mr. Ingram said the primary data source is the American Community Survey. The source was not available in 2004 when the Comprehensive Plan was last updated. The census has for a long time collected data on journey to work. In transportation planning terms, it was interesting information but not overly useful given that it was released only every ten years. The American Community Survey, which is an annual sampling, addresses that shortfall. Of particular interest relative to the commute mode split targets is the survey data regarding means of transportation to work.

Mr. Ingram explained that the American Community Survey releases annual data for cities with populations of 60,000 or more. There is some degree of error associated with the metric, so the city's demographer prefers using three-year average data, which the Census Bureau also compiles and releases. The most recent available three-year data is for the 2010-2012 period; the 2011-2013 three-year data will be released soon. Because the downtown area has a smaller population, it is necessary to rely on the five-year data in order to be comfortable with the numbers. The only five-year dataset available for the downtown is for 2006-2010.

The 2006-2010 data for the downtown indicates that 29 percent of all trips occur by a mode other than drive alone. For workers citywide, the figure is 26 percent non drive alone, and for citywide residents the number is 34 percent.

Commissioner Larrivee asked how commute trips are calculated for those who work at home. Mr. Ingram said the Census Bureau does ask that question. While technically not a trip, they are included as a trip.

Commissioner Zahn asked if the data is broken down by age group. Mr. Ingram said the opportunity exists to slice and dice the data in a variety of ways.

Answering a question asked by Chair Lampe, Mr. Ingram said the modeling represents what is happening on the ground, and the survey data also represents what is happening on the ground. The survey data informs the calibration of the model.

Mr. Ingram said the data is collected by place of residence. The census asks the respondents to indicate where they live and where they work, but to determine who works in a particular

geographic location requires reversing the data through something called the Census Transportation Planning Package.

Mr. Ingram said having a commute mode split target is in keeping with current practice. It facilitates monitoring of progress made. The Puget Sound Regional Council specifies that regional centers must have targets

Starting with output from the travel demand model, the American Community Survey data for modes not included in the model were then folded in, and then the mix was subjected to a rounding process. It was found that taken together the transit and HOV modes work out to 31 percent, and the walk, bike and work at home modes collectively comprise 13 percent. When combined, those two non drive-alone categories add up to a 2035 forecast level of 44 percent, which was rounded up to 45.

Commissioner Bishop commented that the resulting target is clearly aspirational given that it is based on the growing transit resources scenario and the assumption that parking rates will increase. The problem is that the aspirations get embedded as the process moves forward and the result is targets and goals that do not mesh with reality. He stressed the importance of clearly identifying what the numbers are talking about.

Answering a question asked by Chair Lampe, Mr. Ingram said the approach is consistent with the direction of the Puget Sound Regional Council, though he stressed that they are not prescriptive with regard to how to go about it.

Commissioner Simas agreed with Commissioner Bishop regarding the need to be free and open in explaining how the information was derived and what it means. As the theoretical information becomes tangible and realistic over time, the data can be changed and the models can be run again.

There was agreement that an addendum describing the items that feed into the modeling should be produced and included.

Commissioner Zahn asked if there are numbers available from 2002 that can be compared to the 2012 numbers to see how things have changed. There has been a lot of development in the downtown over the last decade which may mean the percentages are in fact reasonable. The table shows that 25 percent of workers Bellevue-wide are using a mode of travel other than a single-occupant vehicle, yet given that many areas outside the downtown do not have great transit options, it is curious how the number could be that high. The chart also shows that one in three Bellevue residents do not commute by single-occupant vehicle. Commissioner Bishop noted that the numbers address commute trips only, not all trips, and that commute trips account for only 15 percent of all trips.

Commissioner Zahn suggested the table should include a link to the most up-to-date data.

Commissioner Bishop said he would like to see the 2012 existing section divided into two columns, one showing the American Community Survey data and one showing the base modeling data. He also clarified that citywide residents are those who live in Bellevue but work somewhere in the region, including downtown Seattle, and citywide workers refers to anyone from the entire region who works in Bellevue.

Commissioner Simas stressed the need to be careful in providing documentation. To footnote every single item will only make charts and tables more difficult to interpret. It needs to be recognized that sometimes things will not be completely clear and that not all people will get it.

Mr. Ingram noted that the Commission had previously asked questions about forecast versus target. He agreed that the numbers should be expressed as targets even though they have an analytical basis. He allowed that there also had been questions about the Transit Master Plan projections for transit ridership. He said the targets and the Transit Master Plan look at the BKR model for activity levels, though the Transit Master Plan looks at all types of trip purposes and has a 2030 horizon year rather than 2035.

Mr. Ingram said the comment was also previously made regarding the need to clarify that the 2035 figures are average daily commute trips. He agreed to be comprehensive in characterizing the way the targets were developed and how they should be described and used.

Commissioner Bishop asked to have the BKR base year numbers alongside the survey numbers. Mr. Ingram explained that the two relate to two different trip universes. The American Community Survey data includes the whole universe of commute trips, including walk, bike and work at home, whereas the model represents only the motorized commute trips.

#### B. Comprehensive Plan Update: Transportation Project List Consolidation

Assistant Planner Andreas Piller said some common themes have been identified. First, all projects involving intersection operations, such as turn lane additions or rechannelization of approaches, will be identified as revise with further study needed. This is primarily because most of the projects have been on the books for a long time, and it would be inappropriate to presume the rechannelization adjustments are still necessary but potentially also inappropriate to remove the projects without further consideration. Second, all of the 2009 Pedestrian and Bicycle Transportation Plan projects that are not associated specifically with any other project will be removed by reference to the current Pedestrian-Bicycle Plan, which is undergoing an update in 2015. Third, any other non-motorized projects that are not attached to some other improvement will be removed.

Of the 781 total projects, 109 have been completed, 85 are partially complete, and 35 are ongoing. The recommendation is to outright remove 195 of the projects and to remove 430 by reference to adopted modal plans. Of the remaining projects, 21 will be retained without any

adjustment; 99 are recommended to be consolidated with other projects; 14 will be revised; and 21 will be retained but with language calling for additional assessment. The recommended consolidated project list has only 88 projects.

Mr. McDonald clarified that the downtown subarea plan projects would migrate to this master project list, thus increasing the total number of projects in the final Comprehensive Transportation Project List. The update of the downtown subarea plan will not include a project list for transportation projects.

Mr. Piller stated that the purpose of the final list will be to help clarify the city's transportation investment intentions. It will remain in the Comprehensive Plan until the longer-term goal of developing a transportation master plan is realized. Mr. McDonald said the distinction between a project list and a transportation master plan is that the latter will attempt to assign priorities, phases and logical groupings and pairings of projects, positioning them for funding. The Comprehensive Plan update is slated to be completed by the summer of 2015, and development of the transportation master plan will be developed sometime after that.

Commissioner Zahn observed that some of the projects remaining in the list include sidewalks. Mr. Piller said where there are project descriptions that, for example, include rebuilding a street to urban design standards with curbs, gutters and sidewalks, the sidewalk component would continue to be included in the consolidated project list. He said he would need to research a little deeper to determine why some sidewalk-only projects are included in the final list instead of recommended for removal or removal by reference.

Answering a question asked by Commissioner Bishop, Mr. Piller said that the project list adopted into the Comprehensive Plan will be sequentially ordered instead of retaining the various numbering schemes of the existing project lists.

A motion to recommend the adoption of the consolidated transportation project list, with the caveat that staff will report back regarding why some sidewalk-only projects remain in the list, was made by Commissioner Simas. The motion was seconded by Commissioner Larrivee and it carried unanimously.

Mr. McDonald said a public draft will be available during November, and the draft will be subject to environmental review. In early 2015 the Planning Commission will conduct a public hearing prior to developing a recommendation on the Comprehensive Plan update which is expected to be transmitted to the Council in March. The Council must adopt the Comprehensive Plan update by June 2015.

#### C. Comprehensive Plan Update: Transportation Facility Plans Policies

Mr. Piller said the six Transportation Facilities Plans cumulatively include 73 policies. He said each policy was assessed with an eye toward eliminating redundancies, conflicts, and outdated

plans and references. The two policies recommended to be retained will be moved to the Transportation Element.

Mr. Piller reviewed with the Commissioners examples of policy redundancies and conflicts.

A motion to recommend approval of the policy actions was made by Commissioner Simas. Second was by Commissioner Zahn and it carried unanimously.

#### D. Comprehensive Plan Update: Transportation Element Policies

Mr. McDonald noted that over the course of the summer months the Commission had various discussions regarding the Transportation Element policies. Consensus was never reached for three policies, TR-87, TR-115, and a new policy related to the role of private transit service as a mobility option.

With regard to TR-87, Mr. McDonald offered the Commissioners two options: A) Support education and information programs to promote a share the road/share the trail message; and B) Promote a share the road/share the trail message through education and information programs. He noted that staff recommended Option B.

Commissioner Zahn asked if there is a specific policy that talks about signage as part of an education and information program. Mr. McDonald said there is not. He suggested that the concept is encapsulated in the notion of information programs.

Mr. McDonald said the two options for TR-115 were: A) Preserve the safety and livability of residential streets through an adequately funded neighborhood traffic safety program; and B) Adequately fund a neighborhood traffic safety program to preserve the safety and livability of residential streets. He noted the recommendation of staff was for Option A.

Mr. McDonald said the recommendation of staff for the new policy was to word it to read "Acknowledge the importance of employer-based transit systems and work collaboratively to ensure that these systems are integrated into the transit service planning within the city." He added that the proposed language had been reviewed and was supported by Microsoft, which provides the "Connector" transit service for its employees.

Commissioner Larrivee cautioned against use of the word "acknowledge." He said the word can be interpreted in a range of ways from slight to profound. He suggested instead "Ensure that employer-based transit systems are integrated into the transit service planning efforts of the city."

Commissioner Zahn agreed that the proposed language could be interpreted in a number of ways. One reading could be that the integration of employer-based transit systems should be integrated into the city's transit service planning efforts through acknowledging or promoting

the importance of the programs. The key thought of the policy should not be on the how but the what, which is that there should be integration.

Mr. McDonald suggested rewording the proposed policy to read "Work collaboratively to ensure that employer-based transit systems are integrated into transit service planning."

Commissioner Simas cautioned against ensuring that something will happen. He suggested "Work collaboratively with employer-based transit systems so that these systems are integrated into the transit service planning within the city."

Answering a question asked by Commissioner Zahn, Mr. McDonald allowed that the city has no role in either encouraging or promoting employer-based systems. The city can accommodate and/or collaborate. Commissioner Zahn suggested that collaborating is the stronger word.

Commissioner Bishop reported that he attended a recent Eastside Transportation Partnership meeting at which King County Executive Dow Constantine spoke. When asked if Microsoft's Connect could use park and ride lots and the transit centers, the answer given was it depends on factors such as fitting in with the King County Metro schedule.

A motion to recommend approval of the staff recommendations relative to policies TR-87 and TR-115, and to word the new policy to read "Work collaboratively with employer-based transit systems so that these systems can be integrated into the transit service planning within the city" was made by Commissioner Bishop. The motion was seconded by Commissioner Larrivee and it carried unanimously.

#### E. Downtown Transportation Plan Implementation/Exceptional Station Access

Mr. McDonald reminded the Commissioners that their recommendation on the Downtown Transportation Plan went to the Council over a year ago. At that time the Council recommended proceeding with early implementation and provided funding to do so. They directed the staff to explore ways pedestrians and bicycles can get exceptional access to the downtown station, and to implement immediately some small capital projects that improve mobility. A consultant was engaged to establish a document providing tools and techniques for improving light rail station access, which according to the Council is translated as meaning seamless transition between the Bellevue transit center and the light rail station, and using various tools to provide enhanced pedestrian and bicycle connections within a half mile walkshed of the station, including intersection improvements, midblock crossings, throughblock connections, pedestrian corridor improvements, and sidewalk widths.

Continuing, Mr. McDonald said the intersection designations identified in the Downtown Transportation Plan include standard, enhanced and exceptional intersection types. Within those intersection types, components were developed that make for an enhanced or exceptional

intersection, or a safe and comfortable midblock crossing. The exceptional light rail station access work takes the Commission's recommendation a step further by developing photo simulations of locations where implementation would occur. A toolbox with cost estimates for different components that can be mixed and matched depending on the context has also been provided.

Mr. McDonald said staff have been working on capital projects that will provide enhanced pedestrian/bicycle access throughout the downtown. The Downtown Transportation Plan designates the intersection of 108th Avenue NE and NE 4th Street as an enhanced intersection with enhanced crosswalks. The intent is to better accommodate the pedestrians that use the intersection today and those that are expected. The intersection is within half a mile of the planned light rail station and already provides access to the transit center. The north-south element of the west leg of the intersection has an extraordinary volume of pedestrians, particularly during peak hours, with perhaps the greatest number of pedestrian activity occurring during the lunch hour. The current crosswalks are narrow and pedestrians spill out beyond the crosswalk bars and must sometimes weave their way through cars that are stacked up waiting for the light to turn. There is also inadequate queuing space for pedestrians and some pedestrians are stepping off the curb while waiting for a cross signal.

Commissioner Zahn asked if the options includes an all-way crosswalk. Mr. McDonald said that option has not been considered for the 108th Avenue NE and NE 4th Street intersection.

Commissioner Bishop pointed out that NE 4th Street is designated as an auto-intense street, and an all-way walk is contrary to that concept.

Mr. McDonald pointed out that the traffic operations staff have noted that where there are heavy volumes of vehicle trips, pedestrian wait times at all-walk intersections is greater than where separate phases are used. The intersection in question offers no weather protection and no wayfinding, but there is an opportunity to partner with the ongoing utility project and with the adjacent property owner who wants to make some improvements to their frontage.

Answering a question asked by Chair Lampe, Mr. McDonald allowed that a bumpout is being proposed, but in a way that would not impact traffic flow. He reviewed with the Commissioners the traffic counts for the intersection and said staff have concluded that by making the outside lane right-turn only, a bumpout could be provided on the far corner to provide for more pedestrian queuing space without disrupting the traffic flow.

Commissioner Bishop commented that if the projections are correct, there will be many neighborhood buses going through there. Mr. McDonald said 108th Avenue NE is a transit priority and a bicycle priority corridor, and the proposed design could accommodate that without compromise. The bike lane would need to be striped between the right-turn lane and the through lane.

Mr. McDonald commented that there are two lanes eastbound on NE 4th Street through the intersection, and on the east side of the intersection there are immediately three lanes. The traffic operations and engineering staff believe that if the transition to three lanes were pushed back to the east of the intersection, the space could be repurposed to include a bumpout to accommodate pedestrians. The action would not degrade levels of service. In addition, wider crosswalks, wider curb ramps and more landscaping is contemplated.

Commissioner Simas asked if the right-turn from 108th Avenue NE to NE 4th Street is a high-accident movement. Mr. McDonald said staff has not observed that to be the case. Commissioner Simas suggested the fact that it is not a hot spot could be attributed to the third lane and the fact that the cars coming up the hill on NE 4th Street from 106th Avenue NE generally want to go through the intersection; the third lane could be providing some protection for the cars that are turning right. With a bumpout, through cars would need to creep out into the intersection in order to make the right-hand turn. Mr. McDonald allowed that a traffic operations analysis has not yet been conducted. Staff will be bringing the design to the five percent stage before handing it off to a consultant for completion.

Mr. McDonald said the project at 108th Avenue NE and Main Street primarily involves a bicycle facility. At the south end of the intersection vehicle traffic is allowed to turn right or left but cannot go through. Bicycles, however, are allowed to go through and the combination of through bicycles and turning vehicles has been a problem. The proposed project would create a green bicycle box on the inside of the right-turn lane to separate the through bicycle movement from the right-turn movement of the vehicles. A loop detector would be added to the green box so the signal will know when a bicycle is wanting to go through. The project would include a median to provide more landscaping in the gateway to the downtown from the south.

Chair Lampe asked if consideration has been given to reinstating the through lane on 108th Avenue NE for traffic. Mr. McDonald said the neighborhood would not want to see that occur.

Mr. McDonald said the project is fully designed and will be going out to bid very soon, with construction possible by the end of the year.

With regard to squeezing in a bike lane between the travel lanes on 112th Avenue NE at the intersection with NE 8th Street, Mr. McDonald outlined the existing conditions for the Commission.

Answering a question asked by Commissioner Bishop, Mr. McDonald said he was not aware of traffic operations staff conducting a level of service analysis with and without the bike lane. Commissioner Bishop said he would like to see one done given that lane width is critical to level of service calculations. Mr. McDonald noted that the project has already gone to bid and construction could begin in as little as one week. It is the worst intersection in the downtown, but not due to delay in the north-south movement on 112th Avenue NE; the issue primarily is

with the east-west movement on NE 8th Street. The level of service delay is largely caused by the capacity constraints of I-405.

Commissioner Zahn pointed out that the project will involve little more than restriping and some signage. Mr. McDonald said there will also be a curb cut to gain access to 112<sup>th</sup> Avenue NE from the 114th Avenue NE multipurpose path. Commissioner Zahn said if after the project is completed traffic issues are identified, it will be a relatively easy matter to undo it.

Mr. McDonald commented that both the Downtown Livability Initiative and the Downtown Transportation Plan recommend accessibility improvements for the garden hill climb portion of the pedestrian corridor. He showed the Commissioners renderings produced by a consultant showing what the section could look like if the ramp were widened and the grade made more tolerable. The project would be considered an interim improvement until such time as the property to the south redevelops at which time the full pedestrian corridor improvements as defined by the code would be required. The city has the necessary pedestrian easements.

Answering a question asked by Commissioner Bishop, Mr. McDonald said the survey work is underway. Once that is completed the project will move toward design. There is no budget estimate yet for the work.

Mr. McDonald said the Council allocated \$800,000 for Downtown Transportation Plan implementation. Some of the funds have been spent on consultant services, but the rest of it is available for small projects that can make a big difference.

## 9. OLD BUSINESS

Chair Lampe reported that the requested presentation on the Eastside rail corridor has been placed on the Commission's agenda for January.

## 10. NEW BUSINESS - None

## 11. PETITIONS AND COMMUNICATIONS - None

## 12. APPROVAL OF MINUTES

### A. September 25, 2014

A motion to approve the minutes as submitted was made by Commissioner Larrivee. The motion was seconded by Commissioner Simas and it carried unanimously.

## 13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commissioners reviewed the calendar and agenda of upcoming issues.

Commissioner Bishop commented that two years ago the Commission played a fairly significant role in providing recommendations regarding the CIP during the budget discussions. He said the Commission has largely been out of the loop during the current budget process.

Chair Lampe noted that the Commission did discuss West Lake Sammamish Parkway and the 148th Avenue signal projects. He agreed that the Commission has not given any official input given that the recommendations about those projects were never provided directly to the Council. Ms. Stevens explained that by the time the Commission had its discussion on those projects, the process had already advanced to the leadership teams CIP committee. She said it was her understanding that the information would be conveyed through Councilmember Lee, the Commission's liaison to the Council. Chair Lampe said he would have that conversation with Councilmember Lee.

#### 14. ADJOURNMENT

Chair Lampe adjourned the meeting at 9:24 p.m.

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Secretary to the Transportation Commission

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Date

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Chairperson of the Transportation Commission

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Date